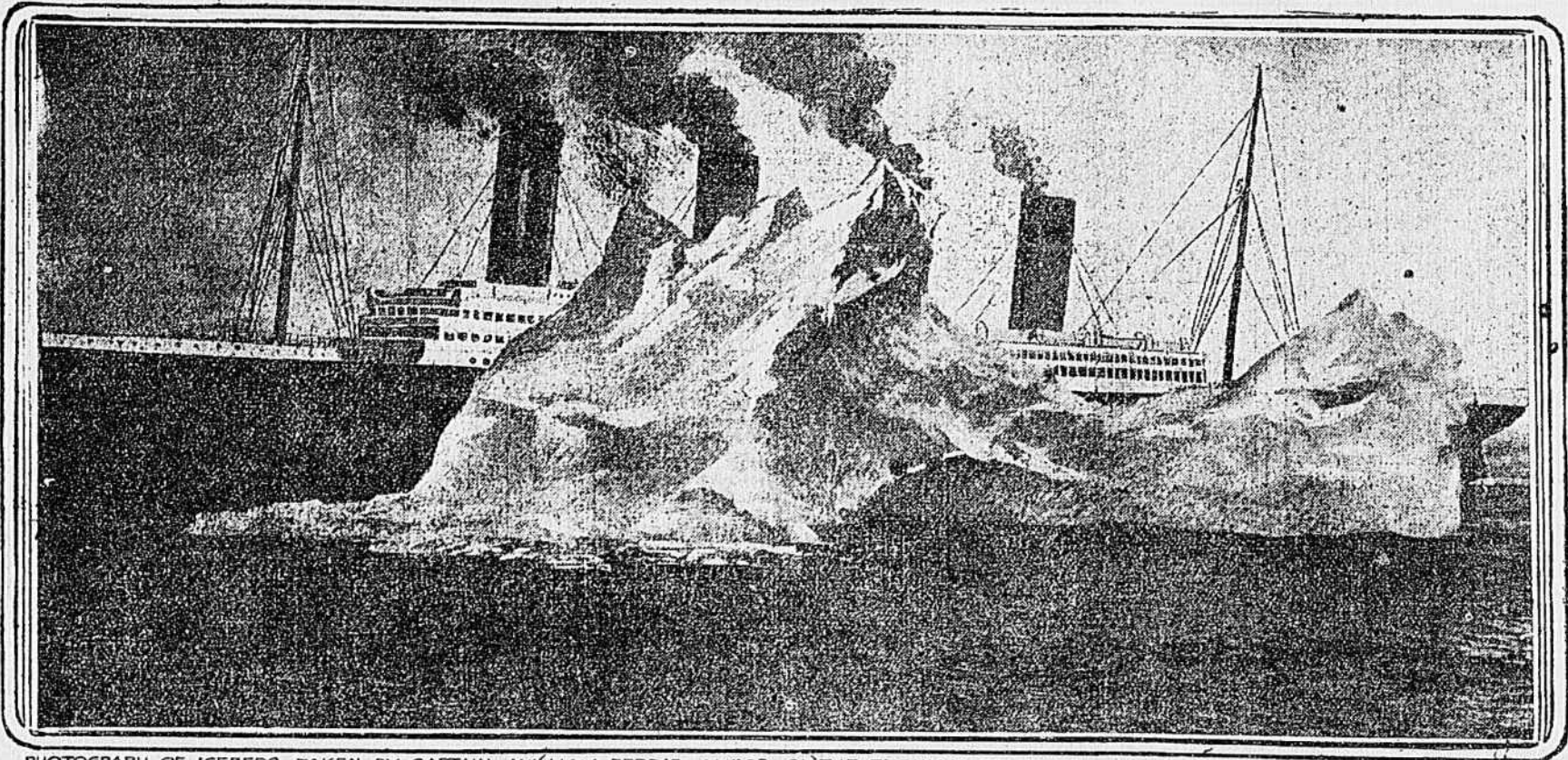


TITANIC'S DEATH LIST, 1,601; ONLY 739 LIVES ARE SAVED



PHOTOGRAPH OF ICEBERG TAKEN BY CAPTAIN WILLIAM FERRIE WOOD OF THE ETONIAN, BELIEVED TO BE THE BERG AGAINST WHICH THE TITANIC WAS DESTROYED THE TITANIC DRAWN ALONGSIDE TO SHOW RELATIVE PROPORTIONS

CARPATHIA COMES BRINGING DIRECT NEWS OF DISASTER

Of the 745 Rescued After Destruction of
White Star Liner, Six Succumb Before
They Reach Port and Are
Buried at Sea.

AS VESSEL PLUNGES TO HER FATE, BAND
PLAYS "NEARER, MY GOD, TO THEE"

Stories Told by Survivors Are Conflicting, Some
Saying That in Last Moments Calm Prevailed
Among Doomed Passengers and Crew, While
Others Tell That There Was a Maniacal Strug-
gle for the Lifeboats—Rumored That Captain
Smith and Chief Engineer Committed Suicide.
Before Sinking, Titanic Breaks in Two, and Ex-
plosions Complete Her Destruction.

(By Associated Press.)

New York, April 18.—How the White Star liner Titanic, the largest ship afloat, sank off the Grand Banks of Newfoundland on Monday morning last, carrying to their death 1,601 of the 2,340 persons aboard, was told to the world in all its awful details for the first time to-night with the arrival in New York of the Cunard liner Carpathia, bearing the exhausted survivors of the catastrophe. Of the great facts which stand out from the chaotic account of the tragedy, these are the most salient:

The death list has been increased rather than decreased. Six persons died after being rescued.

The list of prominent persons lost stands as previously reported.

Practically every woman and child, with the exception of those who refused to leave their husbands, were saved. Among these last was Mrs. Isidor Straus.

Heard Groans and Cries of Those Doomed.

The survivors on the lifeboat saw the lights on the stricken vessel glimmer to the last, the band playing, and saw the doomed hundreds on her deck and heard their groans and cries when the vessel sank.

Accounts vary as to the extent of the disorder on board.

Not only was the Titanic tearing through the April night to her doom with every ounce of steam crowded on, but she was under orders from the general officers of the line to make all the speed of which she was capable. This was the statement made to-night by J. H. Moody, a quartermaster of the vessel and helmsman on the night of the disaster. He said the ship was making twenty-one knots an hour, and the officers were striving to live up to the orders to smash the record.

"It was close to midnight," said Moody, "and I was on the bridge with the second officer, who was in command. Suddenly he shouted, 'Port your helm.' I did so, but it was too late. We struck the submerged portion of the iceberg."

Of the many accounts given by the passengers, most agree that the shock when the Titanic struck the iceberg, although ripping her great sides like a giant can opener, did not greatly jar the entire vessel, for the blow was a glancing one along her side. The accounts also agree substantially that when the passengers were taken off on the lifeboats there was no serious panic, and that many wished "to remain on board the Titanic," believing her to be unsinkable.

Distressing Stories of Those in Lifeboats.

The most distressing stories are those giving the experiences of the passengers in lifeboats. These tell not only of their own suffering, but give the harrowing details of how they saw the great hulk of the Titanic break in two, the after part sinking first amid a series of explosions, followed by the sinking of the forward part of the ship. As this awful spectacle was witnessed by the groups of survivors in the bats, they saw plainly many of those whom they had just left behind leaping from the decks into the water.

J. Bruce Ismay, president of the International Mercantile Marine Company, owners of the White Star Line, who was among the seventy-odd men saved; P. A. S. Franklin, vice-president of the White Star Line, and United States Senator William Alden Smith, chairman of the Senate investigating committee, held a conference aboard the Carpathia soon after the passengers had come ashore to-night.

After nearly an hour, Senator Smith said he had no authority to subpoena witnesses at this time, but would begin an investigation to-morrow night. He announced that Mr. Ismay had consented to appear and that Mr. Franklin and the four surviving officers of the Titanic would appear for examination before the Senate committee. He said the course the investigation would follow would be determined after the preliminary hearing.

Senator Smith was questioned as to the speed the Titanic was proceeding at the time when she crashed into the iceberg. He said

Lifted From Gates of Death, Survivors of Titanic Are in Arms of Their Friends

Oppressed by Sorrow and the Weight of Their Calamity and Misery, They Come Home on Carpathia, Where Great, Sad Crowd Gives Them Greeting---Many Hysterical and Weak, Their World Left Void and Empty by Loss of Loved Ones, but Their Physical Condition Better Than Those Waiting Had Dared Hope For.

(Special to The Times-Dispatch.)

New York, April 18.—Lifted from the gates of death, the 710 survivors of the Titanic were landed to-night by the Carpathia, which rescued them two hours and a half after the great White Star liner hurled herself against an iceberg last Sunday night. Disfigured by calamity and misery and oppressed by awful sorrow, the women and children and the few men who escaped from the world's greatest disaster were in better physical condition than the most optimistic had hoped for.

Out of the great company that waited for hours in bitter cold among the grinding bergs, many of them thinly clad, many bruised and hurt by the collision which destroyed their ship, few needed the ministrations of physicians when they came out in sight of the vast crowd that had been waiting in almost unbearable uncertainty. Many, it is true, were weak and nervous and hysterical from the experience that had left the world void and empty for them. But—thousands thanked God for it as they watched—the majority of the saddened, bereaved company were well in body.

Only one of the Titanic's survivors died while the Carpathia was driving through fog and storms to this port. Four of the Titanic's people had perished trying to get aboard the Carpathia, and another Titanic passenger lost his life by the overturn of a boat. One woman, a second-cabin passenger, who was landed to-night was suffering from a broken arm. But the general condition of the hundreds so dramatically saved from death was a cause of inexpressible pleasure to the thousands who saw them land. There was no need, as it turned out, for the ministrations of death.

Figures Do Not Agree.

The Carpathia reported that there were 710 saved out of a passenger list which the White Star Line figured at 2,180, making a loss of 1,470 lives. The statement from the Titanic's passengers say there were 745 rescued out of a passenger list of 2,340. The list of names furnished on the Carpathia on her arrival show 188 first-cabin passengers saved, 115 in the second cabin, 175 third class, and 206 of the crew, a total of 684 saved. A woman passenger on the Carpathia heard from the ship's doctor that 495 of the passengers

and 210 of the crew had been saved, and that thirty-nine women lost their husbands. Six of them were brides.

The world's annals have provided few more intense and dramatic moments than when all that was left of the great company that sailed so gallily on the Titanic appeared to-night on the Cunard pier. Nothing of the story of their miseries and of their suffering after the Titanic foundered had come from the sea. It was not known for certain whether some who had been given up for dead might appear miraculously on the gangplank. There were scores of people, among them men and women whose names are familiar the country over, who waited in the most intense suspense while the Cunard, with her sad cargo, made her way slowly up the Hudson, passed the great ship shelter, whose flags showed directly at half-mast in the bars of river light. There were some of those who had not dared to give up all hope, who lingered, still a prey to most dreadful uncertainty, who refused to believe the cruel boast as to who were saved, that they might after all appear themselves. Nearly all of these were disappointed and turned away with looks that no man who saw the arrival of the Carpathia will ever forget.

Tragedy Written in Faces.

The tragedy of the Titanic was written on the faces of nearly all of her survivors. Some, it is true, who were saved with their families, could not repress the joy and thankfulness that filled their hearts, but they were very few compared to the number of the rescued. These others bore impress of their time of darkness, when their people passed in an accident which seemed like an insane vision. Their faces were swollen with weeping. They had drunk as deeply of sorrow as is ever given to human kind. But many whose spirits were fainting from despair walked firmly down the gangplank. Some walked unseeing, in a kind of dreadful somnambulism of despair.

It was with difficulty that the tongues of many were loosened to speak of the scenes of agony and fear that fell over the Titanic's dreadful company when it became swiftly known that the ship must go down. Some told haltingly, with dread still frozen in their eyes, of men who strove and struggled

against women for the lifeboats, and of officers shooting them down. One woman saw an officer shoot two men, she said, and other passengers recalled how officers had stood with drawn pistols while the women and children were being guided into the boats. No one seemed to know of the exact fate of the Titanic's captain, E. J. Smith. There was a story that he had committed suicide, but the Carpathia's passengers did not know that was true. Many of them had heard shots fired. They believed that some of the shooting was done to warn back steerage passengers. For the Titanic's officers and crew the rescued seemed to have nothing but praise. These men acted calmly and coolly, in the face of certain foundering, was the report brought here to-night by the rescued.

Received Solemnly.

The unhappy company so marvelously torn from the grip of the sea was received solemnly and with remarkable quiet by the enormous crowd which

Those Saved and Lost In Sinking of Vessel

New York, April 18.—The following tabulation of the passengers and crew on board the Titanic, together with those saved and lost, has been compiled from the figures in the statement issued by the committee of passengers:

Approximate number of passengers aboard:	
First class.....	330
Second class.....	320
Third class.....	750
Officers and crew.....	940
Total.....	2,340
Number of passengers saved by Carpathia:	
First class.....	210
Second class.....	125
Third class.....	200
Total passengers.....	535
Members of crew saved:	
Officers.....	4
Seamen.....	38
Stewards.....	86
Firemen.....	71
Total members of crew saved, 210	
Total saved passengers and crew, 745	
Total number perished, 1,601	
First and second cabin passengers:	
First and second cabin passengers.....	550
First and second cabin passengers saved.....	335
Total cabin passengers lost, 315	

gathered near the Cunard pier and by the few hundreds that penetrated, by right of relation or friendship or merciful business to the interior of the pier. There was no cheering, no uprising of voices in salute of the living, for the thought of the dead was in the minds of all onlookers. The depression of death was oppressive on the spirit of the waiting men and women. Those who found their gladderst hopes realized and looked through the press to make out the well-known faces of husbands and fathers and sisters and wives, could not conceal their tremendous elation, their thankfulness that all suspense and disheartening conjecture were over. But they greeted their rescued ones quietly for the most part, with a thought ever present for the overburdened hearts of the many who had been bereaved.

So plainly were the police and other arrangements made there was no surging of crowds, no hustling and pushing of the Titanic's survivors. The crowds were held back two blocks from the pier on the north, east and south. Everything was done to expedite the passage of the rescued ones and make their transfer from pier to homes or hotels as easy and as comfortable as possible.

Within the pier shed were hundreds who had the keenest personal interest in the survivors. Young Vincent Astor was there early, awaiting with an automobile for Mrs. John Jacob Astor, still hopeful that by some chance good news would be given of his father, J. P. Morgan, Jr., was an early arrival. There was a committee from the Stock Exchange, headed by Henson H. Thomas, the president. P. A. B. Widener, of Philadelphia, the traction magnate, who waited for his daughter-in-law and grandson, but with no hope left of the survival of his son, George D. Widener, Senator William A. Clark, Dr. Herman Frauenthal and others with relatives and friends aboard the incoming boat endeavored to master their anxiety, and waited with all patience that was possible. The pier was crowded with representatives of relief organizations, ambulance surgeons from the hospitals, with Sisters of Charity, nurses, doctors—all those who could be of help in alleviating distress or suffering. It was a long and trying wait

before the news came to the pier that the big Cunard was coming up the harbor, and even then there were no details obtainable as to the real condition of the survivors, and no more news as to whether more were picked up than had been reported in the papers and the passing list printed.

A little after 9 P. M., when the Carpathia was reported as passing the Battery, hundreds were in tears. The emotion of the moment was overwhelming. Nerves were too greatly strained. One man danced crazily through the crowd on the pier. People started forward to rebuke him, but he was suffering from hysteria and nervousness. In a little while the lights of the ship were plainly discerned down river as she made her way past the big boats tied up in their docks. There were no salutes, no noisy welcome for the Carpathia. The sadness of her company permitted of no demonstrations, but her slow progress up the river was watched silently by the seamen, who knew better than any what the survivors had passed through.

Swings Slowly to Her Pier.

At 9:25 P. M. the Cunard was swinging slowly to her pier. Out on the dark river there were sudden, vivid flashes and explosions, as photographers snatched a view of the ship lying pierward. No photographers were allowed near the pier on the land side, but a large number of picture men disregarded requests and rowed close enough to the ship to get the pictures they were after. It was dark on the river, but presently, in gleams of light from the Carpathia's ports, the watchers on the pier observed that she was lowering boats to facilitate her warping into dock. Bars of light fell on the boats, and the people on land made out with catching breath the

(Continued on Sixth Page.)

Figures Are Secured From Various Sources

According to the Associated Press dispatches, there were 2,340 persons on board the Titanic when she struck the iceberg. Of this number 745 were rescued and six died before reaching port, making the total number of lost 1,601.

In the special dispatches from New York, it is given that there were 2,180 persons on the steamer, of whom 1,470 were lost, leaving 710 survivors.

These figures, which do not agree, are as accurate as can be obtained at an early hour this morning, and it is not possible absolutely to verify the accuracy of either one in preference to the other.